Navy Afloat Maintenance Training Strategy

NAMTS News

Training Sailors To Become Proficient Journeymen

33rd Edition July 2011

Welcome to the 33rd Edition of "NAMTS News"

This newsletter contains information on the Navy Afloat Maintenance Training Strategy (NAMTS).

The purpose of this publication is to raise the levels of awareness of and support for NAMTS among the Navy's senior leadership, resource managers, maintenance personnel, and mentors by providing accurate information on current issues and events related to this important program.

Please send your comments, suggestions, and ideas for future articles to:

newsletter@alphas.com

More information on the program, including its governing instructions, training requirements, links to related web sites, FAQs, and archived newsletters, can be found at the following web site:

www.NAMTS.com

SAILORS LEARNING NEW WAYS TO SAVE THEIR SHIPS

By Navy Regional Maintenance Command Public Affairs

There are major changes happening on the waterfront and Sailors play a heavy role in making them. Now Sailors have a renewed opportunity to take a "hands on" approach to maintenance and material readiness of their ships – making them last for the long-haul and preserving these vital assets for their country.

Anyone paying attention to Navy surface ships over the past decade understands how changes in maintenance practices have impacted the readiness of Navy ships. What has happened is a gradual shift of focus from having Sailors act as both maintainer and operator to having them primarily acting as operators of shipboard equipment and systems.

Over time, and for a variety of reasons, new ways of doing business served to disengage Sailors from the kind of training they needed to remain "hands-on" maintainers of their equipment. Journeyman maintenance jobs ashore, at Shore Intermediate Maintenance Activities (SIMAs) and aboard repair vessels, have disappeared. SIMAs in Norfolk, Little Creek, San Diego, Jacksonville, and in other fleet locations all idled much, if not all, of their maintenance activities.

Sailors with ratings in jobs like engineman, damage controlman, electronics technician, electrician's mate, hull technician, machinery repairman and more, were no longer able to spend their shore duty enhancing their trade skills at a SIMA. New surface ship manning requirements took into account operations and watch standing, but the requirement for on-board maintenance received less emphasis.

As the shore maintenance billets dissolved, destroyer and submarine tenders decommissioned and SIMAs were folded into Regional Maintenance Centers (RMC), the majority of Intermediate Level (I-Level) work previously done by Sailors migrated to the Naval Shipyards or private repair contractors under Multi-Ship Multi-Option (MSMO) Contracts. As a result, more and more Sailors began to show up for shipboard assignments without the maintenance knowledge and skills to keep up their equipment.

While the changes were well-intended and the immediate results of the reorganization of the maintenance infrastructure and hands-on in-rate training created a short term cost savings for the Navy, the unintended consequences of not training Sailors to maintain or repair their shipboard equipment created a noticeable void in material readiness that degraded with time.

The commanders of the Atlantic and Pacific Fleets, concerned over this decline in readiness, commissioned a Fleet Review Panel in 2009 to look into how Surface Force readiness had changed and to make recommendations for improvements. The Panel report concluded there was no single specific cause or issue driving down Surface Forces readiness, but rather it was the result of many changes in policy and practices over time. The report served as a catalyst to focus senior Navy leadership's attention on the readiness issue and spawned a number of corrective actions.

(Continued on page 2)

SAILORS LEARNING NEW WAYS TO SAVE THEIR SHIPS

(cont.)

Soon after the report, the Commander, Naval Sea Systems Command, Vice Adm. Kevin McCoy, directed deep-seated changes to address the gaps and build enduring processes and culture to support Fleet maintenance and modernization efforts for years to come. From those efforts, the Surface Ship Readiness Initiative (SSRI) was born.

The SSRI has organized working groups around five areas, often referred to as the "Five Big Rocks." These "Rocks" address Surface Ship Assessments, Sustainment, Availability Execution and Work Certification, Regional Maintenance Center (RMC) Capability and Capacity, and the new Surface Maintenance Engineering Planning Program (SURFMEPP).

The Navy Regional Maintenance Command (NRMC), under the leadership of Rear Adm. (Sel.) David J. Gale, was officially established on Dec. 15, 2010 to execute three of the "Five Big Rocks" in the areas of Assessments, Availability Execution and Work Certification, and RMC Capability and Capacity.

NRMC reports directly to the Commander, Naval Sea Systems Command (NAVSEA) as an Echelon III command and works closely with NAVSEA's SEA 21 directorate and SURFMEPP for planning and execution of surface ship maintenance and modernization.

"Our efforts with initiatives such as surface ship assessments, policy and procedures, sustainment programs, expansion of RMC capability and capacity, and the execution and certification of maintenance and modernization availabilities, all support the fleet commanders' efforts to get at the harder issues surrounding keeping our Surface Fleet ready to fight," said Gale.

NRMC will lead the RMCs in developing and executing standardized maintenance and modernization processes, instituting common policies, and standardizing training in an effort to sustain a consistent business model across the RMCs and, ultimately, to provide cost-effective readiness to the Navy's surface ship fleets.

"Our role with the RMCs is to provide support and advocacy for their efforts, along with reviewing current policies and procedures on ship maintenance and modernization in order to make any necessary adjustments," said Gale.

Re-establishing the Intermediate Level Fleet Maintenance Activities (IMAs) with a dual mission to train returning fleet Sailors in shipboard repairs and to perform intermediate level maintenance and repair is of particular importance to NRMC. The IMAs will provide journeyman-level training for Sailors, so they return to afloat assignments with well-honed maintenance and repair skills considered fundamental to maintaining organic capability aboard Navy ships.

The restoration of I-Level maintenance capability at the RMCs is very good news for Sailors who are working hard to keep their ships in top shape. Along with giving Sailors "hands-on" training that supplements schoolhouse learning efforts, Sailors on the waterfront will be able to learn a variety of journeyman skills at the RMCs.

While there is hands-on training in most ratings, there is also some very structured Navy Afloat Maintenance Training Strategy (NAMTS) training for Enginemen (EN), Machinist Mates (MM), Electrician's Mates (EM), Gas Turbine Mechanical (GSM), and Hull Technicians (HT). The in-rate maintenance and repair skills developed while on shore duty make NAMTS qualified Sailors very desirable during shipboard tours.

> "Our role with the RMCs is to provide support and advocacy for their efforts…"
>
> - Rear Admiral David Gale -

This training will have a very visible impact on the long-term life of the ship. The restoration of I-Level efforts at the RMCs will focus on retraining Sailors in ship maintenance skills that tackle hull, mechanical and electrical tasks ranging from welding, valve repair and pipe-fitting to gas turbine engine repair, electrical systems maintenance and repair.

Sailors will also learn other skills associated with ship repair and maintenance, such as rigging, weight testing, safety net repair, sand blasting and corrosion control. Detailers already know that these billets are available and are offering them to quality Sailors. Command Career Counselors can help Sailors find more information on these billets. Another great way for Sailors to find out more is to take a walk over to their local RMC or IMA for a first-hand look at the equipment and talk with the Sailors operating the gear.

Right now, in Norfolk, Virginia, homeport to the Navy's single greatest concentration of ships, the Norfolk Ship Support Activity (NSSA), is leading an effort on the waterfront to pilot assist team programs that provide help in several critical areas where Sailors can learn fast and fix faster. NSSA's program provides Valve Maintenance Assist Teams (VMAT), Deck Maintenance Assist Teams (DMAT) and Auxiliaries Maintenance Assist Teams (AMAT), composed of both Sailors and civilian subject matter experts, who work side-by-side with Sailors from afloat units to show them the best and most technically accurate procedures in these areas.

(Continued on page 3)

SAILORS LEARNING NEW WAYS TO SAVE THEIR SHIPS

(cont.)

According to Captain Derrick Mitchell, Executive Officer of NSSA, the assist teams will help ease the challenges from reductions in manning and training, and high operational tempo, which played a significant role in the increase of maintenance challenges for ship's force personnel.

"Together with the assist teams, Sailors aboard the ships perform maintenance to restore the equipment to proper operation," said Mitchell. "When the NSSA assist team leaves the ship, preventative maintenance requirements and repairs have been accomplished on the targeted equipment, the equipment is fully operational, and the Sailors have been trained on proper assessment and maintenance of the equipment."

Another area where Sailors can learn best practices to care for their ship is through a new assessment program directed by the Surface Force type commanders.

The new effort, just approved in February, is called the Total Ship Readiness Assessment (TSRA) program, and it provides Sailors the opportunity to play an active role in shipboard maintenance while documenting material readiness in the ship's maintenance plan through a two and a half year cycle that includes shipyard and pier-side maintenance periods, deployment and an INSURV inspection.

The TSRA program is a four-phased assessment process for ships that is scheduled by the Type Commanders and executed by the RMCs. These assessments cover a variety of shipboard systems and equipment, and are conducted to support work package development for major maintenance availabilities, during availabilities, prior to deployment, and also to support special missions.

TSRA assessments increase maintenance effectiveness and efficiency by ensuring the ship has a comprehensive catalog of all work that needs to be accomplished to achieve the necessary readiness to support its mission. Executing the TSRA program is another top priority for NRMC and the RMCs.

"These are not inspections *per se*, but rather an efficient way to document areas that need to be taken care of when the ship is undergoing either routine or scheduled maintenance. Sailors work directly with the RMC subject matter expert using an approved common assessment procedure for that specific equipment to identify required repairs and make those repairs as time and material permits" said Robert G. Butler, Jr., Deputy Commander, NRMC. "The work done during the TSRA assessments becomes part of the ship's catalogue of work and helps ensure that all readiness requirements are met effectively and efficiently."

The overall result of these efforts is that Sailors are again learning in a "hands-on" way all the things they need to do to keep their ships in top shape through the ship's entire lifespan. This kind of maintenance activity also generates a source of pride for the crews, since good crews who are doing their jobs right also get a great waterfront reputation – and bragging rights for being the best on the waterfront is something to crow about.

REAR ADMIRAL (SELECT) DAVID J. GALE
COMMANDER, NAVY REGIONAL MAINTENANCE COMMAND

Rear Admiral (Select) Gale is a native of Lebanon, New York and joined the Navy in 1976. After service aboard USS DUPONT (DD 941) he was selected for the Broadened Opportunity for Officer Selection and Training (BOOST) and was commissioned in May 1983.

Rear Admiral (Select) Gale's sea assignments include Auxiliaries Officer in the pre-commissioning crew of the USS RENTZ (FFG 46), Engineer Officer in the pre-commissioning crew of the USS CHOSIN (CG 65), and Executive Officer on USS THOMAS S. GATES (CG 51). He was the first Commanding Officer of the USS MASON (DDG 87).

Ashore, he served on the CINCPACFLT Propulsion Examining Board, in the AEGIS Program Office as the DDG 51 Fleet Introduction Officer and Surface Combatant Readiness Officer, and as the Executive Assistant to the Program Executive Officer for Surface Combatants/ AEGIS Program. He was the Major Program Manager for Fleet Introduction and Surface Combatant Lifetime Support (400F) in the Program Executive Office for Ships, the Military Assistant to the Undersecretary of Defense for Acquisition, Technology and Logistics, and as the Executive Director and later as Deputy Commander Surface Warfare SEA21.

Rear Admiral (Select) Gale is currently assigned as the Commander, Navy Regional Maintenance Command.

His education includes a Bachelor of Arts degree in Economics from the University of New Mexico, a Masters Degree in National Resources Strategy from the Industrial College of the Armed Forces, and a graduate of the United States Marine Corps Command and Staff College.

He has been awarded numerous personal decorations including the Legion of Merit, Defense Meritorious Service Medal, and the Meritorious Service Medal.

Navy Re-Establishes Intermediate Maintenance Activity in Southeast Region

by Chris Johnson

The Navy's Southeast Regional Maintenance Center (SERMC) formally re-established its Intermediate Maintenance Activity (IMA) at Naval Station Mayport, June 28, providing the fleet with a renewed capability to train Mayport-based surface ship crews to perform shipboard maintenance and repairs.

In the past, IMAs served as a critical component of the training pipeline for fleet sailors. In recent years, however, funding cuts led to the downsizing of these facilities. Re-establishing the intermediate maintenance activity in Mayport reflects the Navy's commitment to a 'back-to-basics' approach to shipboard material readiness.

"This is not just about a ceremony, but rather we are embarking on an important mission that recognizes the significant revolution that has happened in how the Navy views surface ship maintenance," said Commander, Naval Sea Systems Command, Vice Adm. Kevin McCoy. "In a budget-constrained environment, the fleet has supported adding a total of 50 additional skilled personnel to this activity. By 2012, we will add another 85 military and civilian. We are expanding and bringing back the needed facilities to properly support the needs of the fleet."

> "In a budget constrained environment, the fleet has supported adding a total of 50 additional skilled personnel to this activity."
>
> - Vice Admiral Kevin McCoy -

While assigned to an IMA, sailors will receive on-the-job training within five primary product families, each of which will provide rating-specific training for sailors. This training will be in such areas as corrosion control, engine maintenance, component machining and combat systems repairs.

In addition to the invaluable hands-on training provided to sailors, they will also have the opportunity to participate in the Navy Afloat Maintenance Training Strategy program, which provides the means for sailors in these ratings to achieve journeyman-level certification in these skills during their assignment to IMAs.

"This training will be invaluable to [sailors] during your career and in your later post-Navy careers," McCoy said while addressing sailors assigned to the command.

Over the past decade, substantial fiscal constraints forced a reduction in ship manning and in surface ship support maintenance activities ashore. While the immediate results of restructuring created a cost savings for the Navy that proved favorable, the longer-term, unintended consequence of not training sailors to maintain and repair shipboard equipment created a significant material readiness void.

Navy leaders recognized the void, and have since undertaken several initiatives designed to rebuild resources, and positively impact quality maintenance and modernization practices across the Navy's RMCs. One of these initiatives is the re-establishment of IMAs.

"Our senior Navy leadership, from the CNO, to the fleet commanders and NAVSEA have made the re-establishment of our IMAs possible, and their investment in the surface ship maintenance initiatives and resources the Navy requires to properly sustain our ships and train our fleet sailors has been vital," said Rear Adm. David Gale, commander, Navy Regional Maintenance Center. "With their support, we are now uniquely positioned to ensure that the material readiness of today's, and tomorrow's, fleet is sustained."

USMAP

NAMTS JQR qualification, training, and enrollment in USMAP provides an opportunity for award of a NAMTS NEC and concurrent Journeyman Certification through the U.S. Department of Labor.

https://usmap.cnet.navy.mil

SOUTHWEST REGION

DIESEL ENGINE REPAIR SHOP RESTRUCTURES NAMTS TRAINING

In 2011, the Southwest Regional Maintenance Center's (SWRMC) Diesel Engine Repair Shop, Code 930A, restructured the Navy Afloat Maintenance Training Strategy (NAMTS) in-shop training program under the guidance of our shop Enginemen Chiefs and resident subject matter expert, retired Diesel Engine Inspector Mr. Vic Flowers, to ensure our technicians would meet the Fleet needs.

Included in the revamped training are thorough classroom training sessions. These are held three times a week on virtually every individual component, system, and accessory related to diesel engine operation. Classroom training complements in-shop and on-ship repair applications to ensure every technician has an extensive working knowledge of the processes involved in diesel engine repair.

EN2 Mason giving instruction to EN3 Hernandez in Detroit 149 diesel cylinder head tear down.

Under Code 930A's NAMTS coordinator, EN1 Chapman, JQR involvement has experienced a renewed emphasis with every eligible Sailor being enrolled; and many restarting their qualification process to take full advantage of the in-depth classroom training being offered alongside the hands-on ship repair work being conducted. Training efforts have even drawn the attention of the Southwest Region's LPD and LCS pre-commissioning commands, who are taking advantage of their location to send Sailors over for three hours a week to absorb as much in-rate training as possible. This includes sending two Sailors TAD to obtain their NAMTS qualification and associated 4340 NEC – Diesel Engine, Governor, and Injector Repair Technician, General.

EN2 Bell double-checking EN2 Ordonez's final torque specifications on a Fairbanks-Morse 8 1/8 injection pump.

The Diesel Engine Shop has been extremely busy on the waterfront with eight power-pack change-out jobs, six top-end overhauls, five timing and alignment jobs, two start-air compressor swaps, and countless repair/troubleshooting work orders on main propulsion plants. The shop has also performed work on ship's service and emergency diesel generator plants from Colt Pielstick PC2.5Vs, EMD 16-645E5s, and Fairbanks-Morse 8 1/8 OPs, to Detroit 149s and Caterpillar 3400 and 3600 series engines. Currently, we are on the tail-end of completing a category 2 CASREP overhaul with two main propulsion diesel engine overhauls approaching quickly on the horizon.

(Continued on page 6)

SOUTHWEST REGION (cont.)

DIESEL ENGINE REPAIR SHOP RESTRUCTURES NAMTS TRAINING (cont.)

In-shop work has been steadily increasing with a never-ending flow of governors, injectors, fuel pumps, nozzles, diesel engine cylinder heads, turbochargers, wastegate and bypass valves, as well as blowers in need of overhaul from virtually every platform from training commands to submarines.

Over 45 governor, injector and nozzle work orders, 18 cylinder head jobs accounting for well over 300 heads, six turbocharger overhauls, a few diesel blower and cylinder liner jobs, in addition to a dozen wastegate-bypass valve jobs have come to our doorstep and been completed in recent months.

A ready supply of refurbished components in rotopool on stand-by to meet the increasing needs of onboard ship repair

SWRMC's continued commitment to supporting our ships was once again demonstrated during the ongoing preparations for USS Harpers Ferry's return to the United States and her midlife upgrade. SWRMC also assisted USS Carter Hall in support of her routine engine work.

ENC Diputado, EN1 Ly, EN2 Bymaster and EN2 Pautin were recently flown to Hawaii to meet USS Harpers Ferry ahead of her return to conduct crankshaft deflection readings on her mains in preparation for upcoming repair and overhaul work.

SWRMC's Head & Blower Shop has accepted a job for overhauling diesel engine cylinder heads for the east coast; and is preparing to send 24 refurbished Colt Pielstick PC2.5V heads from our rotopool supply across country in support of USS Carter Hall's engine work.

Of the shop's 42 Sailors, six have qualified under the new training program, with another 10 Sailors expected to qualify and board within the next two months, and at least 12 more by year's end!

Congratulations to SWRMC 930A's most recent NEC 4340 awardees:

EN1 Juan Castillo

EN1 John Poindexter

EN2 Garmonyu Joine

EN2 Jason Winpigler

EN2 Thomas Berry

EN2 Gilbert Galguerra

GAS TURBINE SHOP MAINTAINS ACTIVE WORKLOAD TEMPO

In the Gas Turbine Shop, Code 930B having a subject matter expert like Mr. Jake Johnson, in addition to Shop Masters GSCS(SW) Smith and GSCS(SW) Towner, has proven time after time to be critical in the shop's successes. The program's primary objective is to produce Sailors with journeyman-level expertise to serve as technical experts in the Fleet. Shop 930B has 20 Gas Turbine Technicians with NEC-4140 supporting this objective.

Currently, 23 eligible Sailors are enrolled in the Shop's NAMTS program. GSM1 (SW) Nojadera, the Shop NAMTS/JQR Coordinator and Leading Petty Officer, is doing a great job expanding the shop into five maintenance teams. His superb training, leadership, and drive were factors in re-vitalizing the NAMTS/JQR Program.

GSM1 Schad performing a power turbine inspection.

(Continued on page 7)

SOUTHWEST REGION (cont.)

GAS TURBINE SHOP MAINTAINS ACTIVE WORKLOAD TEMPO (cont.)

The Gas Turbine Shop has accomplished many high profile jobs including a 1B GTM Gas Generator change-out on board USS RENTZ (FFG-41), and a replacement of an LM2500 1A GTM Gas Generator on board USS INGRAHAM (FFG-61).

The Shop displayed an exceptional degree of professionalism, dedication, and attention to detail during long work hours spent with the entire change-out. Superior skills helped maintain the highest state of operational readiness through-out the operation.

Additionally, they conducted hands-on cross-training with NAVIMPAC PNW DET EVERETT Gas Turbine Shop personnel in a hands-on manner. Their technical expertise coupled with positive attitudes resulted in the flawless coordination and execution of the maintenance plan enabling ships to meet all Pacific Fleet tasking.

GSM2 Bartlett performing a 501-k-17 total travel.

Other jobs completed were twelve LM2500 Power Turbine inspections, four gas turbine to main reduction gear alignments, three power turbine shroud replacements, four exhaust expander ring replacements; and a casualty repair to NR3 GTG on USS LAKE CHAMPLAIN (CG-57) that consisted of the removal and replacement of the accessory drive housing and NR1 bearing.

Sailors who have qualified and been awarded NEC-4140 for this period include:

GSM1(SW) Colt Schad

GSM1(SW) Andy Aceret

GSE1(SW) Lester Ignacio

NAMTS ESTABLISHED AT PORTSMOUTH NAVAL SHIPYARD DETACHMENT SAN DEIGO

Portsmouth Naval Shipyard Detachment San Diego (PNSY DET SD) will become the newest naval maintenance facility to train and qualify Sailors for NAMTS NECs. PNSY DET SD is located on the Point Loma Naval Base and provides the Undersea Enterprise with a highly skilled and efficient workforce, dedicated to the execution for all intermediate level maintenance on U.S. Navy submarines home ported in or visiting San Diego.

All eligible Hull Technicians (HTs) are being enrolled in the NAMTS Shipfitter and Pipefitter JQRs. ETC Mitchell Little, Command Training Officer, has been responsible for the stand-up of NAMTS at the command and he stated, " This will allow our HTs the opportunity to earn their NAMTS Shipfitter and Pipefitter NECs and allow them to get orders to a NAMTS sea duty billet once they transfer from the Detachment".

HTCS Michael Knott has been selected as the Command JQR Coordinator. Qualifiers have been identified for both skill areas. SWRMC JQR Coordinator MMC Mathew Sembach has assisted the command in their development of a NAMTS instruction. HT candidates are being enrolled in the program and they will soon start their JQR qualifications. Congratulation to the command for the dedication and hard work to get NAMTS established.

MID-ATLANTIC REGION

THE NNSY NAMTS PROGRAM IS STRONG

The Navy Afloat Maintenance Training Strategy (NAMTS) is a program that provides an integrated approach to U.S. Navy ship maintenance, Sailor training, and shore activity manning. Since the launching of this training program onboard Norfolk Naval Shipyard (NNSY), it has changed and developed many Sailors knowledge, skills and abilities. It also helps improve the sustainability of the Fleet by equipping Sailors in critical skill areas with the knowledge and experience needed for the 21st century.

NNSY leadership is concerned that the correct parameters are established in the NAMTS program to ensure the highest quality training for all of the Sailors who are enrolled. These requirements are included in the command NAMTS instruction to ensure compliance by all personnel.

When a Sailor reports to NNSY, he or she will go through the NAMTS indoctrination class to get an overview of the program and training in some of the elements of the 100 series of the Job Qualification Requirements (JQR) book. This allows the Sailor to get a start on their training while learning the required fundamentals. Every Sailor has to successfully pass the written examination portion of the 100 series training to get qualification signatures.

If a sailor fails the 100 Series written examination, the NNSY NAMTS Team provides one-on-one personal training until the Sailor understands the subject matter, then another test will be administered. The indoctrination process provides the Sailor a non-conflict learning time to grasp and understand all the pre-requisites of the JQR.

Once the Sailor is assigned to a shop, he or she will be given a JQR book to document all hands on training for their assigned NAMTS Navy Enlisted Classification (NEC) code(s). This is vital to the Sailor, Training Petty Officer (TPO), Leading Chief Petty Officer (LCPO) and production managers so they can track the Sailors training progress.

Upon completion of all line items of the JQR, the Sailor will be given a second written test which must be passed. If for any reason the Sailor fails this written test the JQR Coordinator will give the Sailor a chance to review his or her weaknesses for a re-test later.

Whenever a Sailor passes the written test for the JQR, their Training Petty Officer and Leading Chief Petty Officer are notified. They are asked to conduct a series of pre-boards with their candidates to prepare them for the actual oral qualification board.

The oral qualifications board for a JQR consists of the Regional NAMTS Coordinator (RNC), JQR Coordinator and Subject Matter Experts (SME's) who are normally qualifiers within the shop.

We find this testing process to be very helpful in evaluating the response of our Sailors to different scenarios within their working environment. We can create multiple scenarios where we test their knowledge, skills and abilities (KSA's) to find out more accurately what they have learned during their training.

Our rationale for this system of testing and boards is to ensure the highest quality of training. Experience has shown it helps us to make sure they have the KSA's they need to perform their job with confidence out in the Fleet.

Bravo Zulu to all the Sailors who have earned their NEC's.

Sailors who qualified from January to present:

Diesel (4346)
EN2 Garfield Harte

Diesel (4340)
EN1 Jon Reever
EN2 Phillip Fielder
EN2 Josh Wagner

Gas Turbine (4140)
GSMC Carl Hacker
GSM2 Kirk Goodknight
GSM2 Reynaldo Reyes

Pipefitter (4952)
HT2 Rory Owens

Outside Machine (4542)
MM1 Fondrae Harris

Shipfitter (4911)
HT2 Desmond Rapach
HT2 David Hart
HT1 Jimmy Foster
HT1 Cedric Carson
HT1 Kyle Timm
HT1 Kenneth McCarley
HT1 Jeff Kinard
HT2 Erin Gray
HT1 Sherman Adkins

Outside Electrical (4651)
EM1 Derrick Brown
EM2 Abdul Sal
EM3 Brandice Carlson

Valve (4540)
MM2 Justen Whitmore
MMFN Ashley Marriner

PACIFIC NORTHWEST REGION

NEW COMMANDER FOR INTERMEDIATE MAINTENANCE FACILITY IN BANGOR

by Katie Eberling, PAO

On June 9, Captain Charles E. A. Baker relieved Captain Donald Neubert Jr. as Commanding Officer, Naval Intermediate Maintenance Facility (IMF), Pacific Northwest, during a Change of Command Ceremony held at Naval Base Kitsap, Bangor. Captain Mark Whitney, Commander, Puget Sound Naval Shipyard and IMF was the guest speaker.

"If somebody were to say to me, 'Intermediate Maintenance Facility,' what I would think is awesome, fast-paced, proud tradition; 600 military and 900 civilian integrated work force totally focused on meeting the operational SSBN maintenance requirements day in and day out-all the time," said Whitney to the more than 300 assembled for the event.

"If someone were to say to me, "IMF Sailor," what I would think was talented; learning; motivated; 2010 CNO retention award winners, for the first time in twelve years; and the future of our United States Navy-and they are all around you right now."

Captain Baker (left) and Captain Neubert (right) slice into a celebratory cake with their ceremonial swords.

Whitney also referred to the IMF civilian workers who he said were proud, diverse, talented, dedicated, craftsmen and craftswomen, serving their country. He added.

Captain Baker comes from San Diego, where he served as Special Assistant to Commander, Submarine Squadron 11. He entered the Navy in 1976 and was commissioned in 1987 under the Limited Duty Officer Program. Before reporting to San Diego, he served as chief engineer onboard USS Nimitz from October 2006 to July 2009 and was an Individual Augmentee assigned to Detainee Affairs, traveling between Washington, D.C. and Guantanamo Bay, Cuba, from August 2009 to March 2010.

"I'm privileged to be here and look forward to working in the presence of such dedicated and talented leaders," said Baker in reference to Captain Whitney and the other area major commanders. "The unity of effort and the ethos absolutely resonates in me – it's a palpable, tangible quality that I have observed in action in the meetings and conversations during my two weeks of turnover. I'm excited to be a part of it all."

> "I'm privileged to be here and look forward to working in the presence of such dedicated and talented leaders"
>
> - Captain Charles Baker -

On May 15, 2003, Puget Sound Naval Shipyard and the Naval Intermediate Maintenance Facility, Pacific Northwest (located at Bangor, Bremerton and Everett, Washington) consolidated into one maintenance activity - creating PSNS & IMF.

The consolidation improves fleet readiness by allowing the Navy to accomplish the highest priority, real-time ship maintenance requirements while achieving the most maintenance effort possible for the tax dollar. The Commanding Officer, IMF Bangor, reports to Commander, Puget Sound Naval Shipyard and Intermediate Maintenance Facility.

PACNORWEST GOES TO SOUTHWEST

By GSCS(SW) Sergi Udalov

On the morning of 08 Apr 2011, GSE2(SW) Arceo, GSE2(SW) Darcey, and GSM2(SW) Smith from the Gas Turbine Shop 31TE, embarked onboard USS INGRAHAM for a trip to San Diego to support the ship's availability.

(Continued on page 10)

PACIFIC NORTHWEST REGION (cont.)

PACNORWEST GOES TO SOUTHWEST (cont.)

Throughout a three week period, the Everett-based sailors lived onboard and assisted in the 1A Main Gas Turbine Engine (GE LM2500) replacement.

During the weeklong underway to San Diego, they worked tirelessly with the ship's engineering crew to verify and validate critical support equipment necessary to accomplish the complex job. Upon arriving in San Diego, these dedicated Sailors, lead by Everett's MGTI, GSCS (SW) Gear, immediately and seamlessly integrated with the San Diego Gas Turbine Shop.

They began removing the numerous external engine components, and prepared the engine for transition off the ship. A unique capability of gas turbine powered ships is the ability to remove and replace the main engines through the intake trunks. By the end of the first week, the team had installed the removal equipment and transition rails through the engine's intake and separated the main engine from the power turbine. The following week, a crane was used to pull the engine through and out of the intake trunk and place it on the pier next to the replacement engine. All necessary equipment was then transferred from the old engine to the new one.

On schedule, the new engine was lifted from the pier, lowered into the intake trunk, and mated to the power turbine; a highly critical and complex step in the replacement process. The engine's external components were reinstalled and the engine readied for start.

The highly successful completion of the operational test and follow-on sea trials were a testament to the teamwork, dedication, and effort that these Sailors, the Ship's crew, and the San Diego team delivered. Knowledge, skill and experience these Sailors gained from this evolution helped qualify Sailors and ensured the ship kept its commitments.

ADVANCEMENTS FOR INTERMEDIATE MAINTENANCE FACILITY IN BANGOR

by EMC(SW/AW) Veronica Mikulewicz

Congratulations to the IMF Bangor Chiefs selected for Senior Chief and to the NAMTS Sailors who advanced on the March advancement exam. Well done!

IMF Bangor doubled the Navy's average in Second Class Petty Officer selection percentage and was very close on First Class - both IMF goals.

Senior Chief: GSMC Robert Gear, GSEC Sergei Udalov

Petty Officer First Class: HT1 Steven Adams, HT1 Jeremy Brown, HT1 Ralph Ciampaglia, GSM1 Mark Gardner, MM1 Kathryn Halloran, MM1 Michael Keene, EM1 Eddie Ko, HT1 Newk Newcomb, HT1 Gabriel Sprigel, MM1 Adam Stegall, EM1 Arthur Stone

Petty Officer Second Class: MM2 Charles Dromgoole, MM2 Dean Frescura, EM2 Christopher Higgins, MM2 Katherine Hooker, MM2 Jesus Monroy, EM2 Jamie Norris, MM2 Roland Quinn, GSM2 Rhoan Sahagun

MARCH & APRIL GRADUATION AT INTERMEDIATE MAINTENANCE FACILITY IN BANGOR

by EMC(SW/AW) Veronica Mikulewicz

Congratulations to the March and April 2011 Navy Afloat Maintenance Strategy (NAMTS) graduates!

Eleven students were honored at a graduation ceremony held on May 2, 2011. Keynote speaker for the ceremony was Capt. Per Provencher, C/101 PSNS/IMF. This was the fifth graduation ceremony in 2011 with 80 Sailors earning their NAMTS NEC so far this year.

4540: MM2(SW/AW) Brett Johnson, MM2(SW/AW) Charles Stinson

4541: MM3(SW) Katherine Hooker, MM2(SW) Dustin Nicholson, MM1(SW) Scott Schmidt, MM3 Barry Webber, EN2(EXW) Robert Williams

4542: MM2 Alvaro Rodriquez, MM2 Ryan Van Norman, MM1(SW) Phillip Walker

4651: EM3 Jonathan Chessmore

SOUTHEAST REGION

EVER CHANGING, EVER ONWARD

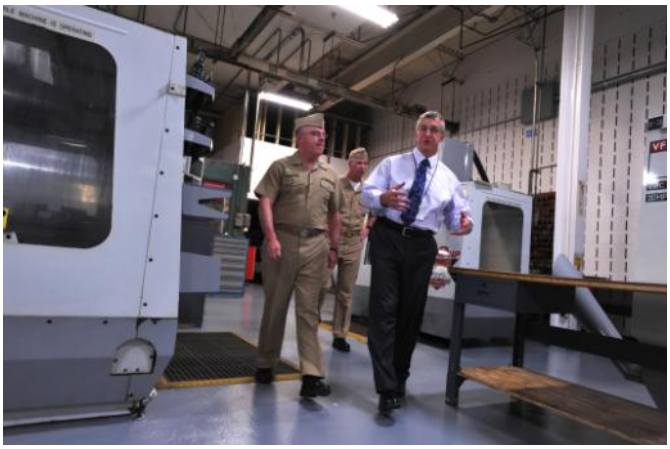
BY GSM1(SW) Adam Dixon

Here at Southeast Regional Maintenance Center (SERMC), Mayport, Florida, 2011 is shaping up to be the most exciting year in recent memory. With the re-commissioning of the Production Department, the 20 ships in the Mayport Basin will again receive the unparalleled maintenance and support they had been accustomed to, prior to the reduced manning of the Regional Maintenance Centers.

SERMC has gone through several very significant changes recently. In November, Captain Peter Schupp retired and was relieved by Captain Ronald Cook as the SERMC Commander. We also had a turn over of the Deputy Commander position in June when Captain Pat Shepler retired and was relieved by Captain (Sel) Pierre Fuller.

A modicum of continuity was maintained though, as now ***Mr***. Pat Shepler has stepped in to become the Production Department Head, tasked with standing up all of the production shops. These shops include: Paint and Sandblast, Rigid Hulled Inflatable Boats (RHIB), Gas Turbine, Flex Hose, Outside Electric, Inside Machine, Valve, Locksmith/ Engraving, Radome, Ordnance, Close -In Weapon System (CIWS), Watertight Closures, Shipfitter Shop, and Pipefitter Shop.

With the dramatic influx of personnel expected in the next year, the NAMTS program here at SERMC will increase exponentially.



Admiral Harvey, Captain Cook and Pat Shepler walk the machine shop floor

The re-commissioning and ribbon cutting ceremony was held on June 28, 2011. Distinguished attendees included Commander United States Fleet Forces Command Admiral John Harvey, Commander Naval Sea Systems Command Vice Admiral Kevin McCoy, Commander Naval Forces U.S. Pacific Fleet Vice Admiral Richard Hunt, Commander Naval Surface Forces Atlantic Rear Admiral David Thomas, Special Assistant to Commander U.S. Fleet Forces Command Rear Admiral (Sel) Lawrence Creevy, Commander Navy Regional Maintenance Command Rear Admiral (Sel) David Gale, Commander Naval Station Mayport Captain Doug Cochrane and several of the commanding officers of Naval Station Mayport-based ships.

Rear Admiral(Select) Gale and Captain Cook look on as Vice Admiral McCoy gives his re-commissioning remarks

Examples of the soon to be re-established capabilities of SERMC were also on display at the ceremony. These included Gas Turbine Engines, 25mm Weapon Systems, Welded and Brazed Joints, the Machine Shop Floor, and Water Tight Closures.

We will soon be losing our Foreign Military Exchange Program participant, Royal Australian Navy (RAN) GSCS Jeremy Wade. He will be leaving in late July and will be replaced by RAN GSCS Nigel Jeffers. We are excited to receive our new Exchange Program participant, but we will be saddened to see Senior Chief Wade depart.

Thank you, Senior Chief Wade, for all that you have done for the shop, the command and the US Navy. You will be missed.

The SERMC NAMTS coordinator position is also in flux as GSMC (SW) Gentry Stewart prepares to transfer to USS Philippine Sea. His relief as Command NAMTS coordinator is recently promoted GSCS (SW) Garrion Street. Chief Stewart's superior technical acumen and constant drive have been a windfall for our program. He will be missed at SERMC, but we are sure that he will continue to train his shipmates and pass along his invaluable Marine Gas Turbine Inspector knowledge.

Good luck Chief.

HAWAII REGION

TWO STORIES OF NAMTS TRAINING DONE RIGHT

Sailors sometimes feel there are many barriers to completing their qualifications. When no work comes in the shop, or they are assigned projects that do not support Navy Afloat Maintenance Training Strategy (NAMTS) qualifications they need to complete their skill training, some become frustrated. Temporary Assigned Duty (TDY) assignments, Individual Augmentee (IA) duty, and Limited Duty (LIMDU) status can also cause concern by delaying the qualification process. Recently, two examples highlight how cooperative innovation by Sailors and their shop management can overcome apparent barriers to timely qualification while still getting work done right in the shipyard.

Two Hull Technicians, HT2 Doran and HT2 Davis, working for Shop 11 (Shipfitter Shop) were being farmed out to work on various projects paid for with direct labor funding. This was good business for the shop, but the Sailors were not making progress on their NAMTS qualifications. The shipyard was preparing for upcoming work on Virginia-class submarines which required construction of a very complex propulsor stacking stand. This stand would facilitate the removal and replacement of the ship's propulsor during repairs. The yard needed extra welders to help build it.

HT2 Doran and HT2 Davis were selected to work on this project and transferred to Shop 26 (Welding Shop). The first part of the project required building a number of small trusses which needed to be connected to form larger trusses until the stand was completed. The welding work directly related to NAMTS qualifications they needed and provided a great opportunity to practice their welding skills. HT2 Davis was thrilled saying "This is a far greater project than I would ever build on a ship. We perform a major portion of the NAMTS qualification card every day on this job. We not only get the training, we get to practice daily."

A Sailor provides welding services.

Even though the two are working for Shop 26, Shop 11 is the lead shop on the overall project. Both shops had to support the inter-shop transfer helping HT2 Doran and HT2 Davis obtain NAMTS qualifications from this work. HT2 Davis stated "In welding school you could throw out your mistakes. Now, each weld must be in an exact way. Each weld is vital. If a mistake is made it must be corrected and the seasoned experts are right there to teach you. It is a great learning experience." These two Sailors received extensive training from this project and will qualify for the Shipfitter Navy Enlisted Classification (NEC) shortly.

A second example where some creativity was used to overcome barriers to qualification occurred in April 2011. The USS Chicago (SSN-721) needed a rush job completed on their diesel engine. In three days the team removed, inspected, and tested ten upper drive main bearings and four thrust bearings.

The engine shop formed three teams of three that worked a continuous rotating schedule until the repairs were complete. Teams were selected and grouped by their experience in the shop, and NAMTS qualification status. Experienced Sailors were put with NAMTS trainees to allow everyone to get as much hands on training as possible and still complete the job quickly. EN2 Perez, the first team leader, described the meticulous nature of the job. He said "The team learned a great deal about Precision Measuring Equipment use." EN2 Buie the shop LPO and qualified NAMTS mechanic said "The Chicago job combined everything you learn in NAMTS with general engineering. It was great practical experience on a larger engine."

By using NAMTS qualification status to build the teams for this work, the shipyard once again helped Sailors qualify faster while getting the job done.

PEARL HARBOR NAVAL SHIPYARD & IMF
NAMTS AWARDS CEREMONY

Left to right: Capt. Osgood, EN2 Thipphrachack, EN2 Espidola, EN2 Donato, EN2 Setzer, GSM2 Delima, GSM2 Andradesegovia, EN2 Delgado, GSM2 Mahoney

(NOT PICTURED: EN2 Jimenez, EN1 Sanga, EM2 Whidbee, EM2 Taylor, EN2 Perez, EN2 Fowler)